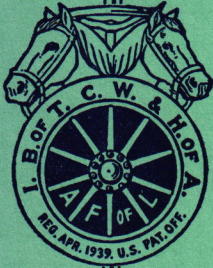


MAY, 1943

The INTERNATIONAL TEAMSTER



Official Magazine

INTERNATIONAL BROTHERHOOD
TEAMSTERS...CHAUFFEURS
WAREHOUSEMEN & HELPERS
OF AMERICA

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A "Farmer" Snaps His Galluses

THERE may be a shortage of men on the farm but there's no shortage of manure, judging from the way it is spread by the swivel chair farmers whose callouses are under their galluses.

Listen to this from the *Hoosier Farmer*, published by the Indiana Farm Bureau:

"American agriculture has the land, the farmers and the patriotic enthusiasm to feed the nation, but politicians are poor implements with which to cultivate crops. When farming is moved back to the fields of the nation, rationing will become a faded dream of the lame duck politicians who have no puddle to play in."

The Indiana Farm Bureau is just one tentacle of the farm lobby octopus in Washington, D. C. But it shows what the other tentacles are doing to suck the blood from the economic stabilization program and throw the entire country at the mercy of the highly financed farm organizations such as the Associated Farmers, the Grange and the Farm Bureau.

They are now attacking rationing. They know that if rationing is wiped out, all control over food is wiped out, too. It will mean that hoarders can fill their houses with food and leave the rest of us scrambling for crumbs.

Prices could not be held down in the face of unlimited hoarding. That is what the farm lobby offers us in this crisis.

And when the *Hoosier Farmer* speaks of moving farming away from Washington, it must have forgotten who took it there in the first place.

How about all those billions of dollars paid out to the farmers by the government to keep them in business during the depression when the banks and the insurance companies were taking their farms away from them?

The *Hoosier Farmer* evidently wants to improve on those good old days when a third of the nation was hungry. It wants to make two-thirds of us hungry by permitting profiteering on a scarcity of food.

The *Hoosier Farmer* is right when it says politicians are poor implements with which to cultivate crops. And that includes farm bloc politicians. But they won't be poor if rationing is abolished.

They'll be rolling in dough. Then they'll want to abolish the income tax.

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INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XL

MAY, 1943

Number 6

Wage Case Delays Unavoidable

By Daniel J. Tobin

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THE International office has repeated calls from our unions asking us to speed up their cases before the War Labor Board, where they are asking for increases in wages and a betterment of conditions. We have perhaps more than 100 cases down there now.

The War Labor Board has altogether close to 3,000 cases pending.

We are doing the very best we can. It is a slow process which we cannot force, no matter how much we are dissatisfied. We wish sincerely that we could get special attention and immediate action from the War Labor Board for every one of our cases.

This is also the wish and desire of every other international union in the American Federation of Labor and the Congress of Industrial Organizations that has requests before the board.

There are cases which have been pending for nine months or more in which decisions have not been made. In other words, the War Labor Board and its subsidiary boards are swamped, and there is very little that anyone can do about it.

I do not blame our people for being impatient, but we must keep this fact in mind: that the government is not anxious to permit increases in wages even after you get a hearing, and if an increase in wages is granted it must be approved by Mr. Brown and his OPA board and then go to Stabilization Commissioner Byrnes.

To strike or stop work is not the answer or the remedy, because then you compel us, by order of the government, to order you to immediately return to work and to await

action, no matter how long it takes to get action.

If you refuse to obey the order of the International to return to work, we are then compelled to order an investigation and proceed to discipline the officers and members of the local union and condemn them for disobeying our orders.

Such action on our part is not of our making. It is compulsory on us to proceed thus, and by such action and its publicity in the press, there is brought down on the heads of the unions disrepute, suspicion and charges of disloyalty.

After all, we are in war, and if we lose the war we lose everything. Again, while the cost of living has gone up (and unless we are working overtime we are not ahead financially), at the same time we are getting our weekly wage, and it should be remembered that when a decision is eventually made by the War Labor Board in many cases that decision becomes retroactive. In other words, if an increase is granted, it dates back to the time of the expiration of the agreement.

Of course the employers are in no hurry to expedite matters before the War Labor Board, and they think they are simply smart and clever in such procedure. But our time will come when this war is over and when appeals will be made by the employers for some relief, and then we will remember the employers that are now stalling.

However, I want to make it clear that there are hundreds of employers who are anxious and willing to do business legitimately and to grant wage increases, but they are prevented under the rules laid down by the War Labor Board and the Office of Price

Administration, as well as the Office of Economic Stabilization.

I do, however, strongly recommend that all of the old procedure continue. That is, meet your employers and try to reach an agreement or understanding instead of going before the War Labor Board. Then when that understanding or agreement is reached, it is much easier to get the War Labor Board and the other boards to approve the agreement, although even in such instances we have delays. Above all, keep in mind that we are doing all that is humanly possible for our people to expedite those hearings and to bring about adjustments, and we have been somewhat successful. I do not know what would become of our unions were it not for our offices in Washington and the aid and influence of our International Union, with its statistical department and other departments and contacts.

We are going to have headaches and troubles while this war lasts and all we can do is to have patience and try to bear the load that has been placed on our shoulders to carry on this great conflict for freedom in which we are engaged.

Remember again that your sons and relatives and my relatives and friends, as well as thousands of our members, are wearing the uniforms of our country and working for much less than we are receiving, in the hope that they can preserve their liberty and ours, and the right to have unions, to the end that we may better the living conditions of the enormous multitudes of toilers in our country and throughout the world.

For the myriads yet unborn we must endure privations and sufferings in order to make this unhappy world a place of freedom and peace.

Labor Shylock Figures His Profits

ALITERARY Shylock in the labor movement rubs his hands and worries about his dividends from war bonds. He fears that maybe he won't get as much profit out of them as he expected. He wants his percentage, like a pawn broker. He raises these doubts in the midst of the government drive for more bonds to provide our fighting men with weapons.

He deserves a quotation on the Nazi radio for his efforts. That's good stuff for Goebbels.

But it's the kind of stuff that sickens Americans who are throwing their money into war bonds, not for a profit but as the

least they can do to support their fighting sons in action.

There is no need to worry about profits or percentages. If government bonds are no good, then our money is no good either. If it takes all our money to bring victory in this war, then we bought that victory at a bargain price.

We can't figure human freedom and progress in percentages. The man who tries it stamps himself for what he is—a usurer, a money changer biting his coins. Unfortunately we will have to win the war for him, too, as well as ourselves.

Roosevelt Was U. S. Savior —

Beware of False Prophets

By Joseph M. Casey

International Representative, Office of the General President

COMplete enmeshment of our entire nation in an all-out war is speedily becoming an accepted fact. No element, branch or division of American life is immune. Our homes, our churches, our schools—as sacred as they are to our type of civilization—are completely jolted from their foundations. No institution, profession or business can hope to escape the necessary, though paralyzing, effect of a global war that can and may wind up with the destruction of everything with a semblance of decency.

Labor, organized and unorganized, in our country and throughout the world, has become a hopeless pawn in this program of mass murder. Yes, with broken hearts and spirits, we add, a necessary pawn. But this hardly lightens our bitter desolation and all-consuming hatred of the sacrificial demands in blood and bodies that add up to an utterly despised concept—WAR!

Talk Too Much, Understand Too Little

Everything we have sought for, everything we have lived and worked for, yes, and most cherished of all, everything good and right that we dreamed of crashes with an ugly thud in murdered flesh. Ideas and ideals go down in like manner as our youth are transformed into blood-letting fiends, that victory may be ours.

Well may we say: "What Price Victory!" Nevertheless, and of necessity, we find ourselves face to face with the only alternative of such a costly victory—a wretched chaotic subjugation to a clique of murderous monsters who may choose to annihilate us at will.

So we fight, and so we give our all, willingly, yes eagerly, that a right world or no world for us at all shall emerge from this indescribable mess.

As tragic as it may seem, the full, serious significance of it all has missed many labor leaders of rank throughout our country.

These fair-weather boys who have lulled themselves into complacency under the benign protection and help of the New Deal

even now persist in exuding blatant, disjointed and illogical speeches to the effect that because all has been well with labor, therefore all must continue to be well with labor regardless of the issues involved.

In spite of the fact that every element of American society sees troublous times ahead, these false prophets of labor are telling our people: "Fear not the ravages of war nor the transition to normalcy. Labor must prosper now and will continue to prosper in the post-war period."

In the face of the fact that the leaders of government and business are doing everything possible to prepare for and cushion the shock of transition to normalcy, these crystal gazers, dizzy from riding the crest of the New Deal wave, prophesy to the workers of our country that all will be well.

If these unbalanced stargazers, who are biting the hand that feeds them, confined themselves to calling the turn in the future, a certain amount of their babblings could be discounted as harmless. However, when they butt into the problems of our present emergency with their notes of discord, then it is time they be stopped.

High Wages Will Bring Inflation

Right thinking labor has enjoyed so many good things under the New Deal that it is now ready and willing to accept without complaint any and all sacrifices necessary to perpetuate and hold the good accomplished.

Men of labor have openly and repeatedly stated that if it becomes necessary, they will work for their keep to win this war.

On the other hand, scattered portions of labor, here and there, have fallen under the spell of false and craven leaders who agitate strikes for higher wages and better conditions.

Aside from breaking faith with our government, they are actually striking against our government in its efforts to forestall inflation.

What an anomaly! Blind leaders leading the blind! Workers actually striking to raise wages to the limit, thus fostering and encouraging a general upward trend in price structures, hurrying the day when the withering hand of inflation will take hold and render everybody's dollar next to worthless.

Fortunately, the bulk of American workers see this and are lending their efforts to keep strikes and unreasonable demands at a minimum.

Now, as to the termination of the war and the crash that will come with the immediate cessation of war work, together with the problems of the returning soldier and the graduating student, the false prophets of labor who would minimize these problems must be exposed and silenced.

All past wars, especially the first World War, left problems for everyone. Unfortunately the main problem of the first World War was never solved and each nation involved went on a drunken spree for about a quarter of a century.

The United States went profit crazy, to the total neglect of sociological improvements.

Thank God our United States was blessed in time with a savior—Franklin D. Roosevelt. He pulled us from the depths of depres-

sion and is now endeavoring to assure all of us a post-war regime that will measure up to our fondest hopes. To do this, however, he frankly tells us we must make sacrifices. We cannot use this war emergency for so cheap and low a thing as profit-seeking.

Our President tells us, and truly, that we just have to get by on bare necessities.

Farmer, laborer and businessman alike will feel the strain of simple living, and though one group may point an accusing finger at the other, eventually the job will be done with equal sacrifice from all.

The false prophets of labor cry—"No! There is enough for everyone! Labor must have its full share now!"

The real leaders of labor and the intelligent foresight of President Roosevelt must and will prevail.

At tremendous sacrifice to all, this war can be won, and with additional sacrifice, coupled with hard work and intelligent planning, the peace and prosperity of our post-war era will be assured.

Only thus, and not through the grab-bag tactics of certain false prophets of labor, shall we win the war, soften the transition to normalcy, and secure a warless and prosperous future.

Discharge of Epileptic Approved by International

WE WANT our unions to have as much to say in the hiring of members or in the continuance of the employment of members as is reasonable and just. But sometimes local officers go to extremes.

The International has before it now a case in which a man was discharged because he was a victim of epilepsy. It is true he had a mild case and for a long time he kept the matter secret because he felt he would not be employed. When the matter was discovered as a result of a convulsion, the employer, at the insistence of the insurance company, suspended the man. This individual otherwise was a good man and a good driver. Of course such an individual deserves the pity and sympathy of everyone.

It is usually a hereditary condition and a disease that is very difficult to overcome. Although in recent years medical science has made some progress towards relieving the convulsions through strong drugs, a complete cure is rare and difficult and sometimes

the victim becomes worse with the advancing years.

The point we are trying to make is this: that this member, who deserves our pity, could not and should not be retained in such employment.

The local might find employment for him around the garage or on the platform, but to put such a man on a truck is dangerous to the man's own life and to the lives of the people of the community.

No local union with any sense of justice should insist on such an individual being retained in employment.

We might also say that this goes for anyone indulging in the use of strong liquors during the hours of employment.

No local union should insist that a man found under the influence of liquor, even slightly, should be retained as a professional motor driver. Such an individual has no control over himself; and again, the lives of innocent people are in danger.

Such men as Senator Wheeler of Montana and Senator Taft of Ohio are a menace to this country and should be removed from public office.—*Boilermakers' Journal*.

Striking Teamsters Expelled

— Local Unions Tough with Radicals

WE COMMEND the officers of our Local Unions No. 404 of Springfield, Mass., and No. 557 of Baltimore, Maryland. Both the International Union and, we think we can venture to say, the federal government owe a debt of gratitude to the patriotic, law-respecting trade unionists who carry out the orders of the International Union in suspending or expelling members who violate the laws of the International Union and the implicit, binding instructions of the general president that no strikes, especially rump or illegal strikes, shall take place during the period of the war.

Early in January of this year a few radicals within the large membership of Local No. 404 in Springfield decided amongst themselves to tie up long-distance freight because they had what they believed was a grievance, although there was a signed contract with the employers.

The real reason for the tie-up was that loud-mouthed radicals — only a few — were desirous of getting control of the local union and setting aside the legitimately elected officials of the union. That was in Springfield.

Baltimore Amalgamation Approved

Down in Baltimore there had been an amalgamation of several companies in the trucking business. This amalgamation was approved by the Interstate Commerce Commission and by all parties interested. There was no way in which the International Union could see its way clear to oppose such an amalgamation.

All the men were retained in the employment of the new consolidated company. Everything was being worked out as satisfactorily as possible by the officers of the different unions involved in the amalgamation.

It should be borne in mind also that many of those companies were very difficult to organize some two or three years ago and that the local unions, through the aid and assistance of the International Union, had signed union contracts with those companies which had been non-union for many years.

A few of the drivers in the employment of this large amalgamated company made it a practice to find some of the most technical excuses that can be imagined and to magnify those imaginary grievances, thereby continuing to spread the poison of discontent among the unthinking, hardworking, honest members.

You know there are men who listen to everything and never endeavor to investigate, and such members—hardworking, we repeat—usually pursue the course of least resistance.

Local Union Broke Strike

At any rate, the agitators, with their continual boring from within and the planting of their poisonous doctrines, were successful in causing a stoppage of work without consulting the officers of the local unions, and in defiance of the orders and appeals of the general president and the agreement of the International Union with our government.

The organization took action, declared the strike illegal, gave statements to the press, and found men to put in the places of these radicals.

The wheels began to roll and the companies involved were only slightly inconvenienced because of the desire of the union to observe its contracts. Protection was afforded where necessary by the unions involved and their officers.

Not much protection was needed as those loudmouths soon backed away and were willing to surrender and plead for mercy.

The union insisted that they not be re-employed because they had violated their obligation to the union and had entered into a rump strike in violation of the signed contract. In Springfield they had attempted to form a rump union.

These men, in due time and in accordance with our laws, were given a trial before the local union. They were found guilty. They then appealed to the joint council. We quote from the decision of the joint council:

"The appeal board of the joint council finally concluded and it is the opinion and decision of this appeal board that

the evidence before it clearly indicates that 17 of the 19 persons charged with illegal action did participate in a stoppage of work, which stoppage had not been authorized by Freight Drivers and Helpers' Local Union No. 557, nor by the officers or business representatives of the local union. Therefore the decision of the local union was sustained by the joint council."

The fines levied by the local union ran from \$50 to \$750, depending upon the leadership or the responsibility and actions of the individuals charged. It is safe to say that four or five of those men first led the revolution within the industry and induced, by false statements and other tactics, other men to follow them and to tie up freight much needed.

Imprisonment Would Be Justified

In Local No. 404, Springfield, Mass., the same thing applied except that in most instances there the individuals guilty may never be allowed to return to membership or employment. They were expelled.

Those who do not understand fully or who have sympathetic hearts may think the penalty is severe. But when you consider that the safety of the entire membership, involving thousands, was jeopardized and the business of our employers unlawfully tied up, our union shop contracts, which it had taken years to bring about, were deliberately broken, the appeals of our government set aside and disregarded—then you would realize that even if those men could be imprisoned for an indefinite period that such penalty would be justified.

Let other members of ours in other unions take notice that within our unions we have a few radicals. Some of them have ulterior motives. Others are aspirants for office. Still others are natural, common disturbers who believe they are Americans but who in reality are playing into the hands of the enemies of our nation.

We do not like to injure anyone. We do not like to issue the compulsory orders we have to issue, but our country is at war and no matter what we say to soothe or excuse ourselves, we are making a very small contribution by enduring some inconveniences and making some sacrifices to aid the nation and to back up our 90,000 members who are wearing the uniforms of our country in every part of the world in order to preserve the union of the states as well as the International Union of which we are members.

We desire to offer our appreciation and gratefulness, and that of our country, to the officers and members of the unions mentioned above for the faithful performance of their duties in helping to carry out the orders of their International executive board and the request of their government, by successfully weeding out those dangerous, poisonous individuals who endeavored to destroy their union by their actions in willfully violating signed contracts and the orders of the International Union.

Other union men in other districts, take notice.

Many of those men are now crying to come back.

Many of them pledged themselves to never again offend.

Many of them are willing to pay their fines, but as they were given almost 60 days to meet the payment of their fines and did not comply, it is probable they will not be entitled to reinstatement.

We do not want to preach and we seldom quote the Bible, but it is pretty sound where it says: "If your right eye scandalize you, pluck it out and cast it from you."

The same thing is true of so-called union men. If any of them scandalize you, violate your laws, break the pledge they made when they became members, endeavor to disgrace your union by stopping work in defiance of the International Union and our government, cut them out from your midst and cast them from you, because they only bring disgrace and discredit to you and your union.

President Roosevelt Has Met Every Test

President Roosevelt, during his years as President, has proved himself to every true American regardless of race, color, creed, vocation, business or economic status. Hence, may we hail in this period of world involvement, of crucial struggle, our commander-in-chief, our President, our friend. He has served not one class only but every class, every group and every individual who in any way has had any claim on the high office of the President of the United States.

—The Journal of Labor, Atlanta, Ga.

How About Another War? —

Ask the United States Senate

By Lester M. Hunt

WELL, boys, how do you like this war as far as we've gone? Shall we have another after we have rested up a bit and buried our dead?

The answer to that now lies in the hands of the United States senate committee on foreign relations.

It is there in the form of a resolution offered by Senator Joseph H. Ball of Minnesota and authored by him and Senators Harold H. Burton of Ohio, Carl A. Hatch of New Mexico and Lister Hill of Alabama.

The resolution is so simple that anyone can understand it. It proposes that the senate live up to the reputation it somehow acquired as the world's greatest deliberative body, presumably primarily occupied with the welfare of its employers—the American people.

The resolution recognizes, however, that the welfare of the American people is inextricably entwined with the welfare of the world. We cannot prosper peacefully while the rest of the world wallows in blood and lust.

Even Ostriches Should Know

In fact, our security is in jeopardy every time a foreign army moves or a battle fleet weighs anchor. The present war has proved even to ostriches that any nation's determination to remain at peace is no guarantee that it will remain at peace.

This now obvious fact is recognized by Senators Ball, Hatch, Hill and Burton in their resolution.

This does not come as belated recognition on their part, however. Their record is such as to justify confidence in their recommendations.

Ball, Hatch and Hill all saw the storm approaching before the lightning singed their eyebrows and their record is one of consistent support of American defense measures regardless of political party or personal enmities.

They now propose that the senate encourage postwar cooperation to prevent a recurrence of catastrophe. It was the senate that

prevented international cooperation after the last war and paved the way for the present one.

The importance of the resolution rests on the fact that it would tell the world that the United States will not make that mistake again. Its passage means that the senate is committed to international cooperation among the United Nations to keep the peace that will have cost them so dearly and to maintain law and order throughout the world.

Unless the senate does serve such notice of American intentions, the rest of the world will suspect our motives and hesitate to cooperate for fear of being kicked in the pants again.

Senator Ball States His Case

Unless there is such cooperation after the peace, the United States must continue on a semi-military basis, prepared for total war at any time.

This nation is now beginning to experience total war.

It is experiencing the disruption of civilian economy, the shortage of the necessities of life, the abrogation of our cherished civil rights and every other privilege Americans once accepted as an act of nature—like dew on a rose.

That is total war and we haven't seen anything yet.

Here's how Senator Ball sums it up:

"Adoption of Senate Resolution 114 would announce to the world in clear and concrete terms that the United States would prefer as its post-war foreign policy to collaborate with other nations of the world in a strong and democratic organization to maintain peace and work out world problems cooperatively.

"It is significant that no one, not even those who have attacked the resolution most bitterly, has opposed this basic proposition.

"The American people will not be misled by quibbling over details nor will they subscribe to the argument that an issue touching so closely the future of our children

should be dodged merely because a few individuals will oppose it and provoke bitter debate.

"Shortsighted leaders here and in other nations, afraid of controversy and lacking courage to take the bold action demanded by circumstances, have let the world drift into war for the second time in one generation. That must not happen again.

"All plans for future progress in the world hinge on the maintenance of peace. No one disputes seriously the fact that, at least in the immediate postwar world, the presence of military force ranged against any would-be aggressor is essential to maintain peace.

"The question is whether the force should reside in a United Nations organization or in individual nations.

"The United Nations are paying heavily today for their failure to foresee and plan for total war against the Axis. Building a durable peace is an even tougher and longer job than mobilizing for total war, and already it is far past the time when a start should have been made on the foundations.

"There is one vital difference between preparing for war and preparing for peace. One nation alone can prepare for and precipitate war, but only many nations, planning and working together, can prepare for and maintain a durable peace."

Look Who Is on the Committee

Anyone would think that such a proposition would receive the immediate and unanimous indorsement of the committee on foreign relations, to which it was referred.

But there is something queer about that committee.

It contains two men who permitted Nazi propaganda to be broadcast across the country free by the use of their special senatorial privileges. Thus German propaganda aimed at the destruction of America was circulated as semi-official documents bearing the names of United States senators.

Those two men are Senator Gerald P. Nye of North Dakota and Senator Robert R. Reynolds of North Carolina. Nye was one

of the raucous vocal chords of the America First Committee. He made an America First speech *after* Pearl Harbor. Reynolds, also after Pearl Harbor, applauded the isolationist sentiments of Gerald L. K. Smith, the nightshirt oracle from Louisiana.

Sitting beside them on this committee is Hiram Johnson of California, one of the surviving Republicans whose hostility to President Wilson and the League of Nations killed international cooperation after the last war and ushered in the era of crusading nationalism which culminated inevitably in another war.

But Johnson, with eyes clouded by age and hate, is still stumbling along the same old path.

Henrik Shipstead, the Farmer-Labor party playmate of the late but still odorous Senator Lundeen of Minnesota, is a member of this committee along with such other chronic isolationists as Clark of Missouri, Capper of Kansas, La Follette of Wisconsin and Vandenberg of Michigan, and the wavering Gillette of Iowa.

In a committee stacked like that, the resolution needs a lot of help. It will come out of the committee and pass the senate if the people understand what it is all about and begin telling their senators in language that they can understand that they want it passed.

The senate should be told that the people who are fighting this war are demanding some kind of guarantee that they won't have to do it all over again.

So far, the Ball-Hatch-Hill-Burton resolution is the only guarantee proposed.

Ninety thousand Teamsters are too busy fighting this war to be writing their senators about the next. That is a job for the rest of us.

The committee on foreign relations should not be permitted to smother this resolution. It should be forced out into the open where we can see what kind of a senate we have and how it measures up to the traditions it boasts.

Thirty-two senators will be up for re-election next year.

Before we vote on them, we should know how they voted on us.

Newspapers recently brought into one picture three headlines. United States Steel sold to the government for war purposes 36,000 pounds of defective steel. A small number of American shipping concerns collected from the British government \$31,000,000, of which \$27,000,000 was profits. The United States Senate by a vote of 74 to 3 decided to repeal the President's \$25,000 limit on salaries.

—Spokane Labor World.

Trucks Make Railroads Efficient

— But Shortages Peril All Transportation

THE railroads of America would be overwhelmingly swamped and unable to discharge their wartime obligations if it were not for the motor trucks."

This was the statement of Joseph B. Eastman, head of the Office of Defense Transportation, during a speech in Indianapolis last month to celebrate the organization of the nation's first shipper-motor carrier conference.

Eastman emphasized that transportation today is one major problem in which all forms of transportation must be coordinated if the demands of war are to be met.

"The railroads boast of the job they have done and they have done a splendid job," Eastman said. "But this job would not have been possible without motor trucks.

"The trucks have taken over much of the business which was difficult for the railroads to handle. This has simplified the operation problem for the railroads and has permitted them to operate at peak efficiency.

"It is because the trucks have taken over so many of the less-than-carload shipments that the railroads find it possible to operate at such speed in the handling of troops and large war supplies.

"These two forms of transportation are supplemental rather than competitive."

Milwaukee Railway Uses Trucks

The truth of Eastman's statement was borne out within a week when the Milwaukee Railroad announced the inauguration of coordinated train and motor truck service to expedite less-than-carload shipments.

By using trucks, the railroad expected to save as much as 24 hours on shipments between Chicago and towns in eastern Wisconsin and the upper Michigan peninsula.

This is in addition to similar service inaugurated by other railroads with the approval and encouragement of the federal government through the ODT.

The benefit of coordinated service has been illustrated in the gasoline and oil shortage, Eastman told the meeting of Indiana truckers and shippers.

The railroads have been delivering 800,000 gallons daily to the eastern seaboard. This was possible because trucks took over short haul deliveries and released 14,000 tank cars for the long haul to the east coast.

The tank cars thus released by the trucks amount to one-fifth of all the tank cars in the country, which means that the railroads could deliver 20 per cent more oil because the trucks rolled into the emergency. Further efficiency was obtained by the use of trucks to deliver the oil from central distribution centers where the railroads deposited the tank cars.

"The development of the motor truck industry, almost overnight, has been a phenomenon," Eastman asserted. "It is one of the wonders of the world. The scope of this transportation system is evident from the fact that the United States has one-third of the paved highways of the world.

Rubber Situation Still Acute

"If it had not been for motor vehicles, the present development of agriculture and industry would have been impossible."

In spite of its importance to the war, the motor truck industry is seriously threatened by shortages, Eastman warned. And the outlook is serious because if the truck transportation system loses its efficiency, the railroads will lose theirs and the entire war program will slow down.

One of the most serious shortages is that of vehicles, Eastman said. Last year only 200,000 trucks were retired from service, whereas the normal yearly retirement is 500,000.

"This means that 300,000 of the vehicles now in use are operating on borrowed time," he said. "They would have been retired had it not been for the war. These 300,000 trucks need more repairs to remain in service and again we run into another shortage; the shortage of parts.

"Add to this the shortage of rubber, the shortage of gasoline and the shortage of manpower, and you can see the difficulties

under which truck transportation is now operating.

"The rubber situation is not easing. In fact, we may expect serious trouble, perhaps before the end of this year.

"In view of these problems it is obvious that wastes in operation and service must be eliminated. The cooperation of shippers and carriers is a vital move toward this end and Indiana has started something which I hope will be followed in every other state.

"In this way trucks will be given advance estimates of shipping demands and will be enabled to use their equipment to the best advantage."

The efficiency of railroad operation was obtained by similar methods growing out of the colossal failure of the railroads during the last war when the government was forced to step in and take them over.

Since that time, the railroads have maintained closer contacts through a central agency designed to improve the operation of

the entire railroad system by the scientific distribution of equipment.

It has been difficult to attain any such centralized action through the truck owners because, Eastman said, "it is a highly individualistic business."

"For instance, there are 4,600,000 trucks in the United States in the hands of 3,000,000 owners. When the ODT was set up it was necessary for us to find who these owners were and what they were doing. It was necessary to obtain this information to work out any system of planning and cooperation.

"The ODT had the services of 25,000 volunteer workers in perfecting its program and obtaining the necessary information.

"The war is going to continue for a long time and we might as well adjust ourselves to that fact and settle down to win it. It will bring a great pinch, much inconvenience and actual discomfort.

"And we are not over the hump in transportation."

Dig Down, Boys! Uncle Sam Needs Money

WE on the home front face one of the most personal challenges of this war to date. That challenge is whether or not we are willing to sacrifice to a sufficient extent to lend our government thirteen billion dollars within the next few weeks.

To do the job, you and I, and everyone we know, are going to have to dig down in our sock—to dig out some of those dollars we have salted away for a rainy day—as well as to take a good hunk out of this month's pay check.

This is a job that has to be done. Sure, we on the home front are feeling the pinch of war. We have gasoline rationing, food rationing, higher taxes and a lot of other little discomforts. But they are nothing compared with the agonies faced daily by our men—men from our unions among them—out there on the fighting fronts of the world.

Yes, we know that this constant demand for more money out of our pockets and out of our pay checks—an increasing amount each month—is monotonous. But so is sitting in a foxhole or lying in a slit-trench day after day, slogging through the hell of a

humid jungle or that of the hot Sahara sand.

Our sons, friends, brothers, husbands and others we know are doing that for us. They are facing something more terrible than cutting down on a few things that we once thought were essentials to the American standard of living in order to do it, too. As Secretary Morgenthau has said: "Shall we be more tender with our dollars than with the lives of our sons?"

The Second War Loan is an order to the home front to go on a new offensive. Your dollars are the weapons in this attack. They will make possible the passing of the ammunition to those boys up there in the front lines. To win this war is going to cost more and more money—and more and more lives. But the price of freedom is high. We can not—we dare not let our fighting men down.

You can't let George do this for you. You must pitch in with your dollars. Just keep in mind those boys in the front lines. They give their lives—you lend your money! Don't wait for someone to come around and ask you to do it. Do it today—and do it until you feel worthy of them—*Colorado Teamster*.

The so-called Farm Bloc leaders in Minnesota are big businessmen. They have been big businessmen for years. They are no more farmers than Herbert Hoover and they think a great deal like Herbert Hoover, assuming, of course, that radio dullery of Hoover comes from a thought process.—*Minnesota Teamster*.

Advice to Joint Councils —

Don't Build Big Treasuries

HERE are a few simple rules for joint councils to observe: All correspondence to the general office should be sent by the recording secretary of the joint council and when an answer is sent back to the recording secretary, the answer from the International officials is the private property of the recording secretary until he reads same before the joint council.

In other words, the recording secretary is the direct representative of the main body of the council and reports only to the body of the joint council at its next regular meeting. Joint council communications to the International office should bear the seal of the joint council.

Executive boards of joint councils have no authority to act, except in extreme or emergency cases, between meetings of the council. The laws of the International Union as to the duties and powers of a joint council are very clear and should be observed.

It was never intended that joint councils should build up big treasuries. The constitution of the International Union does not deal with this matter except where it says that dues shall be placed on local unions by the joint council; and it might have added—or at least it was intended that it be added—“only sufficient dues to properly maintain the joint council.”

Small Dues for Small Locals

There should be no objection to a joint council having a paid business agent to do the work of small local unions that are unable to pay directly for a business agent.

Neither should there be any objections to two small local unions hiring one man, a member in good standing, to act as their business agent. Permission in such cases should be obtained from the International Union.

It is the judgment of the general president that dues of joint councils should be levied on local unions in accordance with their membership.

For instance, a local union of only 150 members should not be expected to pay as much as a local union of 3,000 members.

But it should also be understood that there should be a maximum on dues to be paid by local unions to the joint council. It should be

stated that, “in no case shall a local union be required to pay more than \$....”

Originally when an officer of a local union was elected as president of the joint council, it was never intended that a salary should be paid to him.

It was, however, a custom that at the end of the term the officer would be given some small recognition or present for the service rendered.

This procedure was based on the fact that the officer of the joint council usually was receiving a salary from his own local union, and the fact that one was chosen as president of the joint council was considered as a substantial honor.

Double Pay Disapproved

If, however, a recording secretary or financial secretary has to devote a great deal of his time, after his day's work, to the work of the joint council, some consideration should be given for that service.

Also, if committees are appointed by the council and they have to work nights, they might be given some consideration, but if it is during their regular day's work, for which they are being paid by their local union, the membership of those committees should not receive double pay.

The general president is in favor of paying for service rendered, but there is also a moral and a principle attached to receiving salaries from the joint council when no loss of other salary is suffered by the individual. Legitimate expenses should be paid.

Local unions affiliated with the joint council must observe the decisions made by the joint council, with the right to appeal to the International executive board if they believe the decisions are unjust or unfair to them. We have had very few appeals from joint council decisions in recent years.

Factionalism or cliques or divisions within the joint council are very dangerous, and those who participate therein or encourage the creation of such division are eventually the losers.

Delegates to joint councils should bear in mind that it is a great responsibility to serve their local union and therefore they should always be in attendance, especially those

who are salaried officers of the local unions.

The joint council is mainly a consulting body created for the purpose of exchanging thoughts and endeavoring to reach a solution of questions involving the local unions affiliated with the joint council.

The joint council is the intermediary body between the International Union and the local union, whose duties and powers are outlined in the International constitution.

Religion should never be discussed within the joint council.

Political parties should not be embraced by the joint council, but candidates can be considered, although the less politics within the joint council, the better it will be eventually for the council.

Within the joint council the obligation of each member should be understood and, of course, should be observed; and our obligation to each other has a splendid human meaning.

Joint councils, therefore, should be gather-

ing places where, when the business of the council is ended, friendliness and good fellowship prevail, and bitterness and personal enmities should be forgotten or eliminated.

This does not mean that you should condone wrongdoing on the part of a local union or an individual delegate to the joint council. We cannot be right ourselves if we close our eyes, for lack of courage or for sentimental reasons, to wrongdoing. We are obligated to serve the general membership and must have the courage to serve faithfully. Hatreds and bitterness, even with those who disagree is forbidden by our obligation. Read it! It is humane and just.

All of the above are suggestions and thoughts for the guidance and consideration of joint councils, and some of those suggestions might be given serious consideration by our local unions. Especially should our local unions see to it that their executive officers and business agents attend the meetings of the joint council.

Chicago Sun Exposes the Hobbs Bill

THE Hobbs "labor racketeering" bill has passed the House, 270 to 107. Its pretended purpose is to prevent extortion and robbery carried on under the guise of union activities. The actual purpose is to destroy union activities by bringing them within reach of a distorted definition of extortion and robbery.

The Hobbs bill rewrites the anti-racketeering act of 1934. The principal change is to eliminate two sentences, one of which says the act shall not apply to wage disputes between bona fide employers and bona fide employees. The other says it shall not be construed to restrict the right of labor to engage in lawful activities. While the bill was in committee, organized labor protested that the elimination of these two sentences allowed any anti-labor judge to break a strike by classing incidental violence as robbery and extortion.

The committee thereupon amended the bill to provide that nothing in the act "shall be construed to repeal, modify or affect" labor's rights under the Clayton Anti-Trust Act, the Norris-LaGuardia Act, the Railway Media-

tion Act or the National Labor Relations Act.

This amendment is mere empty words. Three of the four acts named do not bear on the matter at issue. The Clayton Act does contain protective clauses for labor which are maintained in force by the amendment, but there is a joker in it.

The labor provisions of the Clayton Act were so whittled down by court decisions that they became almost worthless to labor. It was to offset these decisions that the protective clauses for labor were put in the anti-racketeering act of 1934. The Hobbs bill now repeals these protective clauses.

This is one of the slickest attempts to smash organized labor that has ever been made in Congress. It has succeeded in the House. Will the Senate join in the conspiracy? If it does, a presidential veto can be expected to stop it. The effective answer, however, is for the AFL and CIO to wake up to what their own disunity is doing to their future security. They should reunite and present a solid front to their political enemies.—*The Chicago Sun*.

Too Much Gasoline for Joyriders

Railroad tank cars and other means of transport that should be delivering oil are hauling gasoline that is being burned up by joyriders. More than half of the gasoline that has reached the East during the past few months, it is reported on reliable authority, has been consumed by "pleasure" drivers.

—*Machinists' Monthly Journal*.

Trucks Carry Tanks into Battle

— Drivers Steer and Shoot

By Philip W. Copelin

Automotive Technician at Large, United States Army

Editor's Note: Mr. Copelin has spent eight months overseas, mostly in the Middle East, as an official observer for the war department, studying the performance of trucks in action. He is in the office of the chief of ordnance. He wrote this interesting article for *The International Teamster*. Many of those trucks Mr. Copelin saw performing under fire are driven by some of the 90,000 fighting Teamsters now working for Uncle Sam.

WHEN American Rangers start out to raid the enemy's supply lines, destroy an airdrome or blow up an ammunition dump, they have to be sure of three things—getting there, doing the job and getting back.

Without the fast-moving, sturdy trucks and other vehicles which American workers are producing, such lightning-like sorties by the Rangers or the land commandos of the British army would be difficult indeed. That's what army transportation experts overseas say.

Starting from an established base, a small group of 10 or 12 men with trucks and a few jeeps will swing wide of the battle lines into the untraveled desert and then knife into Axis positions far behind the front line. They travel light, with just enough water and rations to support them. The rest of their truck space is taken up with high explosives to use on Nazi airdromes or ammunition dumps.

They travel fast, blow up as much as possible and then get out.

That's why these commandos have to be sure of their trucks. Those vehicles have to be dependable and easily repaired. The drivers travel with one hand on the wheel and one on a tommy gun, and if you asked them which was holding the most important weapon of war, they'd tell you it was the one that drove the truck.

Most people think that trucks move supplies only, but actually one-third of our trucks in North Africa are moving weapons of war, even the ones that are called self-propelled.

Out in the desert great 40-ton transporters, trucks with 24 wheels, haul tanks and M-7s up to the front. Those combat vehicles are self-propelled but they wear out quickly if they are driven from bases to the front line, so instead they are brought up on trucks which can move much more speedily.

The Nazis fly over an area in the day and see no sign of activity, so they don't expect any attack from that quarter the next day. During the night we quickly move our General Shermans and M-7s up to position and have a nice surprise for the Germans in the morning.

Trucks are the principal means of transporting men and supplies to the front. Planes and tanks and guns wouldn't get to first base without trucks.

There aren't many fancy filling stations in North Africa, so trucks, each with a capacity of several hundred gallons of gasoline, have to haul fuel before a single plane or tank can move.

Big bombers use tremendous quantities of gas and 10 gallons of gas a day is the average for all army vehicles. Hundreds of gasoline trucks are operating through North Africa.

Water is almost as scarce as gasoline, and water tank trucks plow through the sand and heat of the desert to keep our soldiers supplied as they move ahead. Two-thirds of our trucks in North Africa are carrying gas, oil, food and water.

This is a war of movement and trucks are doing the moving. They are the guts of our supply system.

Members of Congress are making themselves pretty unpopular by trying now to get raises for those who have \$25,000 a year at the same time they are trying to take away the Wage-Hour floor of \$16 a week for working people.

—*The Zanesville (Ohio) Tribune.*

Indiana Truckers Organize to Meet War Emergency

By B. E. Luglan

Executive Secretary, Indiana Motor Truck Association

AT a meeting attended by approximately 225 leading shippers and motor carriers in Indianapolis, a new organization—The Shipper-Motor Carrier Conference of Indiana—was formed.

This conference is for the purpose of working on mutual problems facing shippers and motor carriers. By solving those problems it is believed that much greater efficiency in the use of motor truck equipment will result.

Joseph B. Eastman, director of the Office of Defense Transportation, was the principal speaker at this first general meeting of the conference. He stated that he had come from Washington to give it his blessing, and expressed the hope that it would serve as a model for similar organizations in other states.

Governor Schricker of Indiana expressed his good wishes for the organization and stated that any cooperation needed from the state government would be forthcoming.

One of the first projects of the new organization is to cut down the loading and unloading time of trucks at shippers' docks. Many shippers, because of help shortage, production difficulties, lack of space, etc., have forced trucks to wait several hours for loading or unloading. In the future, such experience will be reported by the truck operator to the secretary of the Shipper-Motor Carrier Conference. Then *shipper* members of the conference will contact the offender and work with him until trucks are being loaded or unloaded promptly.

As time goes on, other matters will be taken up, such as loss and damage prevention, curtailment of pick-up calling time and pick-up hours; store door delivery only, etc.

Because of the acute shortage of equipment, every truck must be operated with the utmost care. Any truck damaged means that it may be laid up for an indefinite period because of the shortage of repair parts.

Tires damaged by careless handling may be irreplaceable as the war progresses.

It is only by the conservation of equipment that the motor truck industry can

carry the heavy burden imposed by the war and make its contribution to victory.

Therefore, the success of any such program as the government, the carriers and the shippers are endeavoring to work out depends in the final analysis on the men who drive the trucks and actually deliver the goods.

We have the greatest confidence in the ability of these men as well as in their patriotism and intelligence. There are fewer experienced drivers on the road today because so many thousands have answered the call of their country and are actually fighting.

Thousands of operators have answered the same call and are fighting beside them. Those of us who are left must work harder to fill the gaps in our ranks and to keep functioning the transportation system on which their success depends.

We have received splendid cooperation from our drivers and we are confident that those at home will continue to match the effort of those who have gone to war.

During the meeting it was stated by representatives of both shippers and carriers that the success of the work would depend a great deal on securing the cooperation of truck drivers, shipping clerks and receiving clerks. If everyone understands that a truck hauling peanuts this morning may be hauling bullets tonight and that in either case it is important to load and unload promptly and use the trucks to 100 per cent efficiency, the immediate project of the new organization will be a big success. On future projects, too, it will be of utmost importance that those who actually handle the trucks and the merchandise are fully informed and understand what we are trying to do.

The Teamsters' Union is in this program shoulder to shoulder with all truck owners. We appreciate the interest and the splendid cooperation. It is that cooperation which will win the war and carry us on to an even greater future in this country.

Work Permits Are Prohibited

— They Smell of Graft

By Daniel J. Tobin

WORK permits of any kind are not allowed. This is the standing law and rule of our International Union. Some may argue that we have let the bars down slightly since the war began. That's true.

We permit women to become members of our union in certain light employments where it was absolutely impossible to get men as a result of thousands of our members being called to the service.

The general executive board also made a decision relative to temporary government jobs, and we requested local unions not to insist on high initiation fees on temporary contract jobs and not to have more than two-dollar dues.

Such individuals should not be entitled to benefits within the union until they decide to follow up our trade permanently after the completion of the government contract job, when they then would pay regular fees.

But in those cases there was no permit system and the men had to become members, with certain qualifications on the membership, which is recognized as only temporary membership.

As soon as the emergency is over, female members can be given withdrawal cards; and the same is true of men employed on large contract jobs in isolated places where the government has undertaken such work.

Brewery Workers Use It

But issuing permits is entirely a different thing. The individual never becomes a member under the permit system. He simply pays so much for the use of a card called a "permit" in order to be allowed to work on a union job.

This permit system in the early days smelled of nothing but graft—not in our union, but in some unions that employed the permit system.

It is true that we have unions that have use for quite a number of men in the summer to work in breweries and soft drink establishments. The Brewery Workers' Union had, and have, the permit system, as they

take on quite a few extra people in summer. We are observing and carrying out the contracts of the brewery unions that came over to us, but when their contracts expire they will have to comply with our laws, and abolish the permit system.

We have unions that have benefits and they want to build a wall around their membership, so they use the excuse that they won't admit to membership certain drivers who have lately taken up our employment.

They also state that they are saving the places for the men who are away in the service. All this is wrong. If men are fit to drive trucks and are able to stay at our work, then they should be entitled to full membership.

Government Watching Unions

When they are out of work and go into some other employment they shall be given withdrawal cards. The old excuse that they are entitled to some consideration on the benefits because they have been dues-paying members is not upheld by the courts.

Even if a lower court, with a prejudiced judge, upheld it, we have reason to believe it would not be upheld by the higher courts because our constitution clearly states that when an individual ceases to work at our craft he must be given a withdrawal card, and our constitution has been upheld by the courts. No law can prevail within the local union that is contrary to the International law.

Therefore, if there are any local unions that employ the permit system in any of its forms, we now request that in order to save themselves from violating the International law and perhaps the laws of the land, they change over from the permit system and use the regular membership system, as they are bound to do by the constitution of the International Union.

I have had to blush more than once for some of the happenings under the permit system that prevail in other unions outside of our International.

It must also be distinctly understood by

our local unions and their officers that conditions are not as they used to be; that the state governments and federal government are looking into every act of the local unions and even into the private lives of the officers of the local unions.

Selfishness of members in a union sometimes prevails. Those inside sometimes want the union for themselves. The fellow who is inside and a member for many years argues for a high initiation fee and low dues.

He wants to make it as tough as he can for the fellow on the outside, and as cheap as he can for himself on the inside.

We are happy and pleased that there are only a few of this type of member, who says—"Why should he come in here now at a low initiation? We made this union. We built it up from the bottom. We fought all the way through, and now he enjoys the high wage scale and other conditions we have established."

That is pure, unadulterated narrow-mindedness and selfishness, based on prejudice and ignorance. That is just the same as a fellow who has insurance saying "I have been paying on this accident insurance for 20 years and have never collected anything."

He never realizes it was fortunate for him he didn't collect by having himself broken up in an accident.

Another fellow will say "I have been paying for 30 years into this fraternal organization and I must die in order to collect the death benefit." He doesn't realize that he has been living and that he has been lucky not to have collected.

But in the case of a union, in my own particular case, I became a member of a union when we were getting \$10 a week driving a two-horse truck for 12 hours a day and no overtime. On our first wage

scale, brought about by a strike with the loss of only two days, we gained two dollars a week increase in wages.

That union is now enjoying \$35 or \$38 a week and overtime, for a short work week. There are few left who were with me in those days but if they are still able to work, every man that came after us got twenty times as much out of the union as he paid into it.

Those selfish men who say "Let him pay a high initiation fee and build up the treasury, but let us have low dues. We built the union up"—should stop and think that their wages have gone up year after year until now they are receiving very fine, substantial wages.

They live in good homes. They get paid for overtime and in many instances they get a week's vacation with pay and innumerable other benefits which we do not desire to mention—amongst those benefits the right to hold their heads up and assert themselves and not be afraid to say they are members of a union. We had to hide our membership for months, and if we were discovered as union men, we would be discharged.

Keep this in mind, fellow members: that what you pay in dues is insurance for bettering conditions and for holding the conditions you now enjoy. Every man you bring into the union adds to the strength of your union and that same man will carry on the battle when you and I have passed away.

Instead of making it difficult for a man to come into a union, make it as easy as you can, and then when he is in, both you and he should pay in accordance with the benefits you receive.

But cut out the permit. It smells in most cases and it is positively forbidden by the International laws, and you helped to make those laws and made each general executive board member raise his right hand and faithfully promise to enforce those laws.

People Have Lost Faith in Republican Party

The Republican Party has always been the stronghold and hope of those "individualists" who would exploit the masses of our people for the benefit of the few. The Teapot Dome scandals of the Harding regime, the exploitation of labor by industry under Calvin Coolidge's administration, and the utter incompetency and inefficiency of Herbert Hoover's attempt to steer the country through a major depression leave the common people with little faith in the GOP or its principles. Thieves in big places accumulated billions and still have them.

Roosevelt did send Pendergast, Leche and other corrupt politicians to the penitentiary . . . and no Republican administration ever did as much. If America waits to be saved by the Republican Party, there's a long wait ahead! Pearls and mink coats . . . safety pins and rags . . . Fascism or Democracy . . . take your pick and make your choice!—*Mobile (Ala.) Labor Journal*.

Ohio Legislators Fight Labor

— Bricker Men Fan Flames

By Irvin S. Lippe
Editor, The Ohio Teamster

AN unjustifiably bitter attack upon Ohio's 800,000 organized workers has been launched by reactionary interests which seem more intent on the destruction of the free trade unionism of this state than in the destruction of our Axis enemies.

This deadly threat to labor's rights has come in the familiar form of proposed anti-union legislation which heaps slanderous insinuations upon the heads of all labor leaders and presumes that "unfair labor practices" are all the things that workers do when they combine for their mutual protection.

The measure was introduced in the general assembly by one of its most colorless members, Representative Earl M. French, who regards himself as a rural Rickenbacker whose mission in life is to "protect" union members from their elected leaders and the public from unions.

French, a Republican, represents a country district where there are no unions and very little industry, which in the eyes of his party leaders seems to qualify him for the important role of introducing legislation having to do with the industrial relations of this great state.

Chamber of Commerce Aloof

He admits having very little knowledge of unions. However, through some special psychic insight, perhaps, which arrived just in time for this session of the legislature, he has found that a great deal of "dishonesty" exists in labor unions.

This psychic power does not seem to extend into the realm of employer activities.

French also admits not having authored the bill which bears his name. It was handed to him by an obscure Toledo attorney who in the past has represented small businessmen's groups there but who now wants to enter big business as an expert on anti-labor relations.

The origin of the French bill is as obscure as its two main proponents.

What seems very significant, however, is the fact that the measure closely parallels anti-labor legislation which has been introduced in 43 other state legislatures this year under the sponsorship of the Christian-American Association, an organization upon which the suspicion of subversion has fallen before and since Pearl Harbor.

Also significant, in Ohio, is the fact that responsible business groups are not supporting the measure which is supposed to do them so much good.

The Ohio Manufacturers' Association and the Ohio Chamber of Commerce have kept distinctly aloof from the French bill and its proponents.

Here are some of the provisions of the French bill which would render every union ineffective and nullify the fruits of 50 years of struggle and progress of Ohio's labor movement:

Appointment by the governor of a three-man "employment relations board" which would have the power to register and "regulate" labor unions, "settle" disputes, appoint arbitrators, determine the amount of initiation fees and dues, decide who could and could not be union officers, prohibit strikes and picketing, forbid the settlement of individual grievances, make illegal any act to boycott unfair employers, and permit any worker, even those who are not members, to have full access to all the records and documents of a union.

By convenient coincidence, Eddie Rickenbacker addressed the Ohio general assembly on April 12. He delivered his most vicious attack upon labor to date and without naming the French bill called for its enactment, point by point.

As Rickenbacker spoke, members of the legislature were seen reading the April issue of THE INTERNATIONAL TEAMSTER, which exposed his activities as a promoter of the America First Committee whose appeasement policies before Pearl Harbor have cost the lives of thousands of American boys.

The threat to labor's fundamental rights

has brought a new and real unity to organized labor of this state, a unity which promises to continue long after this session of the legislature adjourns.

If this endures, then there will have been at least one "good" result from the French bill which is supposed to be such an elixir for unions.

Much of the credit for the splendid, unified fight labor is putting up belongs to able and progressive Phil Hannah, a former Teamster, now secretary-treasurer of the Ohio State Federation of Labor. He is writing a record of which Teamsters may well be proud.

Ed Murphy Scores Measure

Labor is particularly fortunate, also, in having Ted F. Silvey, bright and energetic secretary of the Ohio CIO Council. He is rendering invaluable service to all organized workers and cooperates closely with Phil Hannah.

Ohio's 65,000 members of the Teamsters' Union, headed by General Organizer Edward F. Murphy of Cleveland, have thrown the full weight of their 87 local unions behind the bill's opponents.

"The purpose of this bill," commented Murphy, "is to destroy labor unions of this state. It is an insult to all organized workers and if passed will result in industrial chaos that will threaten the war effort. The measure's proponents seem more interested in

winning the war against labor than in winning the war against the Germans."

The eyes of all American labor should be on the Ohio legislature at this time. Other anti-labor bills presented to state legislatures were passed in four states and defeated in 14. Ohio is one of organized labor's strongholds and if this kind of legislation can pass here, it can pass in every other state.

Labor's enemies are cunning. By wrapping themselves in the flag and exploiting the misdeeds of a few union leaders, they are making headway in their efforts to destroy trade unionism.

Ohio's Republican governor, John W. Bricker, would like to be President of the United States. At this writing, he has refused to comment on the French bill. Nothing, however, in Bricker's record indicates that he would be inclined against the bill. In fact his lieutenants in the legislature are all for it.

If Bricker is of presidential caliber, he will muster up guts enough to come out against this grossly unfair measure which Ohio's reputable business men have refused to touch.

If Bricker really wants to sit in the White House someone should remind him that organized labor from coast-to-coast is watching Ohio and watching him with particular interest.

How will he show up under the penetrating spotlight of publicity that a potential president must endure?

Attack on Roosevelt Social Program Looms

THE dull thud of deep silence which greeted President Roosevelt's comprehensive social security plan for the post-war world should be a warning to everyone.

It doesn't mean that those elements who can be counted on to oppose progress in any form were rendered speechless. Far from it. As a matter of fact the mouthpieces of reaction are going to have plenty to say about it.

The cold fact is that the enemies of human decency, those apologists of privilege, will wage one of the bitterest struggles ever witnessed by the citizens of this free land before they permit even a part of the program to reach our statute books.

The "gang" isn't ready to air these issues now. No, they have other fish to fry. With labor unions to shackle, some kind of preferential tax treatment to be obtained, and

labor standards to be whittled down to pre-civil war size, this is no time to discuss a decent life after the war.

But when they start they will be well prepared. They will be armed with all kinds of arguments and appeals. Statistics and figures for the intellectuals and catchwords and snap phrases for the suckers. And when you read the daily papers, there won't be any two sides to the story.

This is your warning! Acquaint yourself with the facts about the plan. There will be plenty of available authentic information on the subject obtainable through your union and from the government. Once the people know and understand the program, and recognize it as good, no minority, however powerful, will be able to keep it from them.

—*Pennsylvania Teamster.*

Women Must Man Trucks —

Manpower Shortage Is Serious

By Otto S. Beyer

Director of Transport Personnel, Office of Defense Transportation

AS we move into the second spring of this war it becomes increasingly evident that manpower shortages will be one of the most serious problems confronting the trucking industry in 1943.

In many parts of the country the industry is already finding it difficult and sometimes impossible to replace men who have been called to the armed forces or who have left their jobs for other reasons.

Cooperative efforts of labor and management have been extremely effective up to now in averting critical shortages in many areas.

Yet the need for drivers, mechanics and unskilled workers continues, perhaps in greater numbers than ever before in the history of the industry. The labor supply has dwindled almost to the vanishing point, and it is necessary that some new source of labor be found.

Women constitute a major and relatively untapped source of new labor. While it is obvious that they cannot do all types of trucking jobs, there are numerous kinds of work in the industry at which women can be satisfactorily employed.

For example, an operator may hesitate to employ a woman as an over-the-road driver because of the limits of her strength, the hazards of night hauls and for other reasons. He may well, however, engage her as a light truck driver and advance or transfer the man she replaces to a heavy truck.

Many Jobs Are Now Available

In some cities, women are now working in delivery service, and as the manpower shortage becomes more acute, it will become necessary to use increasing numbers of women for short-haul operations.

While lack of time for proper training bars the hiring of most women as skilled mechanics, training courses will make women available for less skilled maintenance and service operations. And there are as well many other unskilled jobs in the industry that women can do.

In normal times, the employment of women

in the trucking industry might be considered a drastic and impractical measure.

Trucking has always been man's work, and the relatively few women employees have been engaged almost entirely in clerical occupations.

But these are not normal times, and as our manpower becomes insufficient to the needs of the war, we must utilize our womanpower.

A few weeks ago, the Division of Transport Personnel of the Office of Defense Transportation called a conference of representatives of management and labor in the transportation field to discuss the practicability of employing women in jobs for which men are not available.

Locals May Admit Women

At that meeting, Fred Tobin, Washington representative of the International Brotherhood of Teamsters, quoted this paragraph from the statement of the International executive board:

"Because of the emergency confronting our country and the shortage of labor in many branches of our trade, each local union has been empowered to admit women to membership if they so desire, with the distinct understanding that the rate of wages paid men shall be maintained; that the dues shall be held to a minimum; that the initiation shall be as moderate as possible; and that each applicant shall be requested to sign a statement agreeing to the fact that the local can withdraw her membership whenever, in its judgment, the emergency ceases."

"We are distinctly opposed to women engaging in some branches of our employment, such as the hauling of coal and building material, heavy over-the-road trucking and several other branches," Mr. Tobin said. "Therefore, we leave the decision as to the admission of women into membership to the local union itself. If, however, the local union discriminates or is biased or unnecessarily unfair in the question of the admission of women into membership, the International

Union will interfere and instruct or order the union as to what it must do."

It is evident from Mr. Tobin's remarks that much of the responsibility for the employment of women in the industry rests squarely with the local unions.

Many of these locals, working with the operators in their respective areas, have formed or are in the process of forming labor-management cooperative programs for the purpose of solving some of the wartime problems of the industry. One of the major problems to be tackled by the committees is that of manpower.

Where men are not available to do the jobs that must be done, it is up to labor and management to see that the industry utilizes available womanpower.

If training is found to be necessary to prepare women for skilled jobs, management and labor, through the cooperative effort which has placed trucking on an efficient wartime basis, may avail themselves of the assistance of governmental agencies in instituting training programs.

This solution to the manpower problem may not be ideal. There are adjustments that will have to be made and difficulties that must be worked out. The task will not be insurmountable, however, if labor and management cooperate wholeheartedly in the selection and training of women to take over the jobs of men which they, as women, can handle and so release men for the kind of trucking jobs that only men can do satisfactorily and efficiently.

A Teamster's Farewell--A Soldier's Salute

THE spirit in which Teamsters accept the call to arms is eloquently illustrated by the following farewell letter to President Tobin from Eugene R. Hubbard of Milk Wagon Drivers' and Dairy Employees' Union No. 246 of Washington, D. C.:

"Dear Sir and Brother:

"While regretting to leave such a fine organization, I am yet happy to inform you that I have been drafted into the United States Army and left for active service March 23, 1943. I requested no deferment because of Teamsters' fighting traditions and if I did so it might have cast reflection on the fine organization which you head.

"It has been my good fortune to be Secretary-Treasurer and Business Agent of Local Union No. 246 for three years and during that time my one desire was to do a good job for my local and our International Union.

"Our contracts each year have bettered the conditions and wages of our members. The local has a substantial cash treasury of \$15,000 and defense bonds amounting to \$35,000.

"The local is well officered and there is every reason to hope and expect a competent brother to be elected to the office which I vacate. It is my present purpose to throw myself and all that I have into the war effort and return as soon as possible to my local union.

"By way of saying good-bye, I want to thank you and all the other International officers for the courtesies that they have always shown my local and to tell you that I have been both proud and happy to have been associated with you and our great International Union.

"With very best wishes, I am,

Fraternally yours,

EUGENE R. HUBBARD,
Secretary-Treasurer and Business Agent."

Your Stake in Capitalism

By Eric Johnston

President, Chamber of Commerce of the United States

Editor's Note: The following article is reprinted with the special permission of *The Reader's Digest*, in which it originally appeared. We believe that in the post-war period chaos can be prevented only through cooperation by labor and business. Therefore, labor will have to listen to business and business will have to listen to labor. Johnston is an enlightened spokesman for business. He has always kept his word with the Teamsters and is an employer of union labor in an open-shop stronghold. His views merit attention.

I AM for capitalism; and almost all labor leaders I know are really just as much for it as I am. They do not go along with the idea that "capitalism is dead." They know that either private business or government bureaucracy must save this country when the war is over; and they prefer private business.

They have a sound reason. You cannot strike against a government. You cannot even truly bargain with a government.

Wages and hours in government employment are fixed by public law. No group of government employees can overturn public law enacted by the Congress and backed by the army and navy. In any knockdown contest between a government and a union, the union is beaten from the start.

A CIO leader in Washington had good sense when he remarked the other day: "I would rather bargain with *any* private employer than with *any* bureaucrat. The bureaucrat has jails."

Labor and business therefore can be firm allies in preventing the governmentalization of this country. I fear no direct effort by labor to destroy business in favor of government. What I fear is that people in general—including millions who are wageworkers and millions who are not—may forget just what it is that makes business go.

For this I very considerably blame us businessmen. We are too mealy-mouthed about the basic principle of our economic system. We have been intimidated by all the tirades against "bloated capitalists" and "swollen profits."

We fear that the word capitalism is unpopular. So we take refuge in a nebulous phrase and talk about the "Free Enterprise System." And we even run to cover in the folds of the flag and talk about the "American Way of Life."

Such language disastrously obscures the

main issue. You cannot take a whiff of "free enterprise" or a stretch of a "way of life" and start a factory with it. To start a factory, and to start the jobs inside that factory, you have to have savings. You have to have money. You have to have *capital*.

It takes thousands of dollars of capital to equip a really modern factory with the machinery for one job for one wage worker.

Freedom and Americanism are the atmosphere. But capital is the seed in the soil. Unless we produce that seed, *and unless we plant it*, there will be no new crops of private jobs for the American people when this war is over.

Right there is the basic point, I think, in all planning for American postwar prosperity. And right there is the reason why I do not hesitate to say that the word upon which to fix the national mind at this time is simply, outrightly and frankly, *capitalism*.

Do I sound old-fashioned? In this age, which is prone to think about *welfare* without thinking about the *wealth* which is necessary to welfare, do I sound reactionary? I summon to my aid one of the wisest friends of labor *and of business* that this country has ever had: the late Mr. Justice Brandeis. Addressing a trade union audience in Boston, Justice Brandeis once said:

"It is absolutely essential that a business be profitable. I do not mean merely that the business should not be run at a loss. I mean that the business should be run under such conditions that the owner is willing to risk his capital in the business."

Note: "risk his *capital*." Mr. Brandeis, the sociological and judicial innovator and pioneer, was for capitalism; and, under his great shadow, I am, too, without apology.

Experienced labor leaders generally quite agree with Mr. Brandeis. William Green, president of the American Federation of Labor, recently said:

"If this country ever gets a system of governmental regimentation, labor will suffer most. Labor, therefore, is deeply interested in the preservation of private business; and *labor should everlastingly maintain that the owners and managers of business are entitled to a fair and just return upon their investments.*"

Mr. Green, I hope, will everlastingly try to teach that truth to all his followers. Business can get nowhere by starving labor. When it starves labor, it is starving the purchasers of its own products.

But labor, similarly, cannot get anywhere by starving capital. When it makes demands which starve capital of all profits and savings, it is preventing the creation of new capital and thus preventing the creation of new and better jobs. It is starving its own future.

People will never understand this point unless we say *capitalism*.

The same remark can be made on the point of taxes.

Just because we have not said capitalism, a great many people—in polling booths and in legislative bodies—have thought that you can tax business just as much as you like and still have "Free Enterprise" and "the American Way of Life." You cannot. Because: Just suppose that you taxed all new savings and all new profits and all new capital out of private hands into the public treasury. What would you have left to be the creator of new jobs? Only the government. Only the totalitarian state.

Hardly anybody in America deliberately wants totalitarianism. What threatens us is unintentional totalitarianism. Unless we use our heads, we can slip into it absentmindedly.

On the subject of taxes, some meetings have been started in Washington between economic experts representing the Chamber of Commerce of the United States, the National Association of Manufacturers, the American Federation of Labor and the Congress of Industrial Organizations. Labor today has its thinkers, just as management has its thinkers. I am hoping that these thinkers may arrive at many points of agreement as to future taxes.

Everybody now is willing to be taxed right down to his last crust of bread rather than let the Axis win. But what about the day after victory? How do we resume and continue and expand and improve our economic freedom as we have known it?

Business leaders are putting much thought upon this problem. They sometimes do not

realize that labor leaders are, too. I think it extremely significant and hopeful that the American Federation of Labor has made recommendations to the Congress as follows:

"Provision should be made for the return, in cash, after the war, of a part of the present high taxes. We can well be guided by the English policy which proposes to return a high percentage of the taxes now assessed against low-income workers. *Corporations also need a postwar reserve in order to convert their facilities from war use to peace use and in order to maintain employment.* We think that any corporation called on to pay more than 75 per cent of its total net income under the war taxation laws should be eligible to receive a refund of such excess when the war is over."

Here is a frank recognition of the proposition that for postwar prosperity we need not only freedom but *freedom plus capital*. Our taxes after the war must permit both employers and employees to stand on their own feet and not become wards of the government. This objective was admirably stated the other day by Robert Watt, a labor leader of great prominence in government wartime agencies. He said:

"After this war I want no gigantic governmental Reconstruction Finance Corporation to finance business and dominate it; and I want no gigantic governmental Works Progress Administration to employ labor and dominate it."

Business and labor should be able to unite toward that end with good will. We should have a closer cooperation between business and labor in the future than we have ever had in the past. By cooperation I do not mean surrender, either by business to labor or labor to business. By cooperation I mean that both sides should jointly bring forth better fruits of efficiency and productivity.

Labor should drop all "make-work" devices. It should drop all devices for getting paid for work not necessary or for work not done. It should drop all merely negative resistance to improvements of machines and of methods. It should universally adopt the positive policy which some outstanding unions have already adopted. That is, it should help management to improve processes and to reduce costs. More than 1,500 labor-management committees are doing this now in the course of the "War Production Drive" to win the war. They should keep on doing it after the war to make the peace also a victory. They should master and memorize one other remark once made

by Justice Brandeis. He said: "The one final way in which we can improve the condition of the worker is to produce more, in order that there may be more to divide."

Capitalism has been the greatest force that the world has ever known for increased production. Labor in the future could greatly help to make that force even more successful.

But business also must open its eyes to newer and better performance.

The President recently abolished the WPA. Why did he ever establish it? Because business was not giving full employment.

If business again fails to give full employment, there will be another WPA. This will be so under any President. The first President ever to do anything of any importance for the relief of the unemployed during a depression was a Republican, Herbert Hoover. He set the precedent. The precedent has grown.

Public indignation against unemployment, against its misery of body, against its misery of mind, has grown. No American President will ever again permit American citizens to be unemployed. They will be employed by business or they will be employed by the government.

I say that business can employ all American citizens except those needed for absolutely necessary governmental functions. It can do it if it plans for it.

There are two unpopular words. One is capitalism, which is hated in certain quarters. I am nevertheless for it. The other is planning, which is hated in certain other quarters. I am nevertheless for it. I say that business, if it wants to escape from being taxed for another and larger WPA, must *plan*; and it must plan on a scale of which it has never before even dreamed.

It has always planned for its own individual enterprises. It must now plan for nationwide projects by whole industries.

It must look, for instance, at the horrible houses and at the vast wretched, unwholesome, substandard residential areas in which millions of American citizens still live; and it must say:

"To change all this squalor and ugliness into decency and sightliness is a job meaning billions of dollars of business. It cannot be done small. It has to be done big. It has to be done through cooperation among a lot of different elements. There are the manufacturers of standard building materials.

"There are the laboratory designers of

new and more economical building materials. There are the wholesale and retail dealers in building materials. There are the architects. There are the engineers, contractors, building-trade unions, financing agencies, savings banks, building and loan associations.

"We have been puttering at this job, everybody by himself, and not getting it done. Now we will make organizations which will include representatives of all elements of housing production and we will produce housing at a private cooperative consolidated cost that will baffle all the public planners in the whole of Washington. Some of them would like to do all this building.

"We will do it first—and better. We will stop railing at the government. We will start outthinking it and outdoing it and outstripping it."

And there are quite a few other big national-scale jobs for business to plan. Consider our railroads. To give this country a really modern railroad system, a system as good in all its parts as it now is in its best parts, would mean at least ten billion dollars of business contracts.

To modernize everything in this country would mean so many billions of dollars that business could not get through earning them and spending them in 20 years.

We need again the spirit of the pioneers. Only this time it must be a planned and organized spirit. I say to businessmen: Do the planning and the organizing that is worthy of your freedom or there will be no more freedom and no more businessmen.

But I also say on behalf of businessmen: They cannot plan, they cannot organize, they cannot maintain a free system, unless they get one definite concession from labor and from government. It is this:

Business must be allowed to keep enough savings, enough profits, enough new capital, to be able to go ahead into new investments, new adventures, new services.

Free private business is like a motorcycle. It must move. If it stops, for lack of gasoline, it topples. And then, I repeat, there is only totalitarian governmentalism.

We stand at a solemn parting of the ways. Our business leaders and our labor leaders want freedom. No American wants slavery. But what is the price of freedom? I say it is the capital with which to operate capitalism. The word is capitalism.

How to Speed Shipments —

Swap Trailers, Operator Urges

THE recommendation that motor freight companies evolve a plan to interchange trailers as the railroads do freight cars, was made last month at a meeting of the Ohio Valley Transportation Advisory Board.

It came from Harold Willings of Louisville, Ky., assistant general manager of Huber & Huber Motor Express. He said that the transfer of trailers from one motor carrier to another would speed delivery and eliminate the danger of damage in moving the cargo from one trailer to another.

Highway transportation lines are operating today under a terrific handicap imposed by the war, Willings said.

One of the greatest problems is the shortage of skilled workers and he urged all operators to file replacement lists with their selective service boards to obtain time to train new men.

"We are going to lose all our key men eventually as the war goes on," he said. "But we can obtain time to train others to carry on their duties. Operators must work more closely with their key men than ever before. A big load has fallen upon our supervisors who must, in addition to their regular duties, train new men.

"We are at war in the motor transportation industry from the general manager of every company down to the hand trucker on the docks.

"In ordinary times a damaged shipment can be paid for and replaced. In these times, however, articles in shipment are practically irreplaceable.

"Many of our shipments consist of delicate aviation instruments and vital machinery on

which a defense factory production schedule depends. Much of our cargo is essential to the war and it must arrive at its destination in good condition or our soldiers may pay with their lives for our carelessness.

"Men must be educated to load properly."

Willings said that while the truck system has developed rapidly because of its flexibility, it has been hampered by conflicting state regulations which have imposed barriers to the free flow of freight along the highways.

Drivers must take better care of their equipment because of the shortage of mechanics. Trucks laid up now are likely to remain idle a long time. Willings pointed out that there is a 60 per cent shortage of mechanics in the Louisville area.

While truckloads are more valuable nowadays, the menace of hijacking has been greatly reduced because of the activity of the FBI. Willings said that hijacking gangs operated usually by getting one of their men employed in a freight company to spot valuable shipments.

He said that operators had slowed this down by taking fingerprints of their employees.

One man in the audience remarked that Hitler had guarded against a war shortage of transportation employees many years ago by taking young boys and training them for such jobs.

"Why hasn't our government done something like that?" he asked Willings.

"Hitler knew there was going to be a war and President Roosevelt didn't," Willings replied.

Work Those Japs Under Armed Guard

THE brotherhood boys who think the Japs are nice people under their skins would do well to remember the recent harsh warning of Lieut. Gen. John L. DeWitt that "a Jap's a Jap."

The general made this statement in protest of the plans to release American-born Japs in concentration camps for war work on the West Coast. If their labor is needed, they should be worked under armed guard, like our prisoners are worked in Japan—that

is, those who survive the Jap tortures and brutalities.

Experience has proved that the Japs cannot be assimilated. They are not sympathetic to our government or to our social ideas. They have low standards of living and are a constant thorn in the side of organized labor. We agree with Gen. DeWitt. A Jap is always a Jap, no matter what else he claims to be.

Keep them where we can watch them!

Boston Lawyer Challenges Courts

— Forces Judge to Obey Law

NATION-WIDE violation of the Norris-La Guardia Act by judges has been challenged in Massachusetts by Attorney Harold R. Donaghue representing Local No. 404 of the Teamsters' Union.

Donaghue obtained a writ from the state supreme court compelling a local judge to refrain from issuing injunctions without hearings in labor disputes.

This sets a pattern to pursue in other parts of the country where local judges are ignoring the provisions of the Norris-La Guardia Act and issuing injunctions in defiance of the federal law.

Donaghue believes that the tendency can be checked by the same legal procedure he employed in Massachusetts. He is the senior member of the law firm of Donaghue & Donaghue of Boston, founded by his father, Peter Donaghue, former business agent for the Lumber Teamsters' and Helpers Union of Boston.

Peter attended law school while a business agent and was admitted to the bar, specializing successfully in labor law.

Since his death in 1936, his son, Harold, is conducting the law business with success, as demonstrated by his recent victory before the state supreme court. Harold was an aviator in the last war and is one flier who knows something about organized labor.

A letter he sent International headquarters reporting the result of his recent action follows:

"The courts of Massachusetts and the courts of other states have nullified the Norris-La Guardia Act by issuing injunctions without hearings and have given as their

reason that for some reason or other the case was not a labor dispute. This abuse, as I have said, has been country-wide, and no one succeeded in compelling a court to obey the act.

"A situation of this sort arose in Springfield, and with the consent of Local No. 404, I decided to make an issue of it and take it to the full bench of the supreme court of Massachusetts.

"In the Springfield matter the judge issued an injunction without hearing oral evidence and refused to report his decision as required by the state law, to a single justice of the supreme court for immediate review. He gave as his reason that it was not a labor dispute but was merely an ordinary bill in equity to enforce the terms of a contract of employment.

"I brought a writ of mandamus in the supreme court to compel the judge to obey the law. I was turned down by a single justice of the supreme court, but the full bench upheld me and issued the writ ordering the judge to obey the law.

"A writ of mandamus has only issued once before in the State of Massachusetts against the justices of the superior court and that, of course, was not in a labor dispute.

"I, therefore, am much pleased with the action of our supreme court and feel that this decision will be of great help to labor throughout the country in compelling individual judges to obey the law.

"I am enclosing two copies of the decision.

"With best wishes,

Yours very truly,

HAROLD R. DONAGHUE."

Lindbergh to Rickenbacker to Oblivion

The National Association of Manufacturers is using Rickenbacker's hard earned reputation in their fight against organized labor. They are supplying the ammunition which Rick broadcasts. They are making a sucker out of him just as they made a sucker out of Lindbergh. Because a man can fly a plane, it doesn't necessarily imply that he knows how to run the country. Lindbergh was thoroughly discredited and Captain Eddie Rickenbacker will follow Lindy to oblivion.

—*Mobile Labor Journal*.

Let sunshine into the hearts of the Germans and Japs. Convert your cash into War Bonds and Uncle Sam will convert the bonds into bullets. The bullets will let in the sunshine.

Tobin Warns of Sick Benefits

— Will Bankrupt Local Unions

By Daniel J. Tobin

MANY local unions have gone broke because they established benefits within the unions which in time became so heavy and expensive they were not able to carry on the benefits and eventually they drained their treasuries.

I have in mind one or two big unions that were wealthy 20 years ago but they started to pay out-of-work benefits, also sick and death benefits, and although they had fairly high dues, they couldn't make the grade. Today those unions have used up their large treasuries and have quite a time making both ends meet.

The labor movement was established to obtain working conditions for our people, wages, hours and other considerations, such as vacations. We are making considerable progress along those lines.

It was never intended that we should go into the insurance business and I have always opposed such procedure where the members could get their own insurance outside, from a regular insurance company, at a reasonable rate.

The old rates of insurance companies were exorbitant and working men with low wages could not meet them.

However, insurance companies have considerably revised their rates and wages have been increased, so that today all workers should carry some kind of insurance for the protection of their families.

A labor union can guarantee certain mortuary benefits but if the union goes broke, the member has no redress and his family is left dependent.

Fear Huge Membership Loss

I have always advocated a mortuary or death benefit by the International Union, but I have never advocated the payment of unemployment or sick benefits. That would be such an enormous and expensive undertaking that it might bankrupt any international union in times of depression.

We not only must be qualified as labor leaders but we must understand the course of events and we must learn from experience

that membership in labor unions fluctuates, dependent upon general business and the conditions in industry.

After the last war the labor movement lost more than half of its members.

The American Federation of Labor went down from 5,000,000 organized members in 1918, to 2,500,000 in 1921 or 1922.

I have in mind international unions that went from 250,000 members during the war to about 75,000 members in later years. This condition will be worse after the ending of this present war.

Local unions of truck drivers now unable to furnish men to handle millions of tons of freight are at the peak of their membership.

Medical Contracts Dangerous

One year after the ending of the war half those men will be out of work. There will be no business, and if that union were to have an unemployment clause or even a sick clause, their treasury—even if it amounted to \$5,000,000—would be depleted in time.

In my personal opinion, based on my years of experience, I do not think we should have within our local unions anything except a mortuary benefit.

We do not specify medical examinations as a requirement of membership. We often leave it to the employer to select his man. Without a medical examination it is dangerous to take on sick and unemployment benefits.

Nearly all human beings are honest but we have found out in fraternal organizations and in our labor unions that sickness is often assumed and doctor's certificates are obtained by an individual who is out of work or who does not feel like working. Medical associations are now offering our people all kinds of inducements to take on general insurance providing medical care, even to looking after the members of the family, wives and children of a regular paid-up member.

For a union to assume any such responsibility they must amend their by-laws and submit the amendment to the International Union for approval.

In our judgment it is dangerous, and especially so if all the members of the family are included. First, medical men, or their association, or some hospital group will offer very encouraging inducements for a year or two as an entering wedge.

Then they advise you that they cannot carry on without an increase in rates. The members say "We will not pay any more dues. Take the extra money out of our local treasury. That's what it is there for."

Even union men are sometimes selfish and they want all the benefits they can get and they desire to pay as little as possible for them. When they get into a meeting that selfish argument prevails.

This is where members of unions make their most serious mistakes. You cannot take out more than you pay in. If you have honest officers—which you should have—men who know how to take care of your funds, you should have no hesitancy in paying not only enough to meet the obligations of mortuary or other benefits and the maintenance of your local union, but you should, in days of prosperity, set up substantial reserve funds for emergencies.

Stricter Supervision Necessary

It is true that the International Union in the past has not been too strict along those lines and we have allowed unions some latitude. But the condition referred to above was not as prevalent nor as serious as it has become in recent years. And again, with the laws now passed by the several states and with the laws of the federal government requiring that International Unions be held responsible for the actions of their local unions, we in the International office and on the general executive board must be much more watchful of conditions within local unions. It is a serious and important matter today to be an officer of a local or an International union.

The wasting of money by local officers or local executive boards, even if they are not willful, can be held against the officers as a violation of the laws in many states.

When we appoint a trustee or receiver over a local union it is not because we desire to do so. It costs us a lot of money in the International office.

It is also adding work to our many other important duties but we have to do those things because if we know of something that is seriously wrong and it cannot be straight-

ened out within the local, then we must take over the local union, much as we dislike to do so.

The funds of local unions must be carefully handled by the local officers.

The International organization must see to it that its funds are properly invested. I repeat, if the local officers fail in their duties to the membership, the International Union must look into the case and provide other officers or other remedies to correct the mistakes and wrongdoings.

Days of Irresponsibility Gone

I am now advising our people again that the days of looseness by officers of unions are days that are past and gone. I am further advising our unions to be extremely careful in taking on any added responsibilities or involving the union in obligations which they may not be able to carry out when the downhill period of unemployment comes to us.

The officers of the union may be held responsible for their failure to fulfill those obligations of the local. Don't tie yourself in too much with guarantees of medical treatments and medical care, etc.

Above all, guard yourselves against sick and unemployment benefits. We expect our state and federal governments to take care of those conditions as time goes on.

We are making progress, but stick as closely as you can to the original purpose of the trade union movement which was created to obtain better working conditions, shorter hours and higher wages for our members.

Add to this, if you can, two, three or four hundred dollars death benefit, depending upon the length of time in which the individual was a member. This was the ground work and the foundation of the labor movement.

Many of the other frills that have been added only brought misery to the local unions. Now with the government taking over the care of workers, there is less need than ever for union action.

A certain union of ours looks after all the medical care of the member and his wife (even confinement) and children until they are 18, for \$4 per month. That \$4 is all the member pays for everything. That same union will receive this year for its members an increase of over \$5 per week in wages and other concessions. That union will regret its medical guarantees to members, their wives and families as the years roll on.

Whitney Approves Tobin's Stand

FOLLOWING is a letter of approval from President A. F. Whitney of the Brotherhood of Railroad Trainmen to President Tobin:

Dear Brother Tobin:

Last evening I read the two circulars which you forwarded to me, captioned:

TOBIN ANSWERS ATTACKS OF HOSTILE
CONGRESSMEN

and
DEMOCRATIC PARTY FORGETS HOW
HUNGRY IT USED TO BE

with great interest, and concur in your statement relative to the attack on labor. The broad circulation that you have given these documents should bring forth fruit, especially in the Congress of the United States, as that body is handicapped by a number of political cowards and rabble-rousers.

Really, I am of the opinion that if fifteen or twenty of the leading labor leaders of the nation would write and circulate statements similar to yours that it would have a mighty good effect upon the country as a whole, and would be very helpful to organized labor in general.

You have done the very thing that I have pondered over for some time. As a matter of fact, I wrote one of my members on the Pacific Coast, who is in the armed forces, at some length with reference to the false and malicious propaganda that is being circulated against labor by the associations of big industry, and it is my intention to give this letter very broad circulation, and I will see that you secure a copy of it as soon as it is off the press.

Confidentially (I do not wish to berate

anyone) I am of the opinion that we have too many pussy-footers leading labor. As a matter of fact some of our leaders refrain from sticking their necks out for fear it will injure them politically with certain groups or with their own members. A few others are walking around to save funeral expenses, and what we need in the labor movement today is more life, more energy, more fearless leaders who are willing to take up the work and challenge the Wall Street satellites and their emissaries in Congress and the state legislatures, and if we were able to inculcate the spirit of life and activity into those union leaders and union groups we would be able to back our enemies off the map.

We have often listened in on the statement, "Labor conquers all." Occasionally labor becomes passive and inactive and fails to assert its rights.

I recall that many years ago the late Samuel Gompers, in an address that he made in Spokane, Wash., compared active labor with the bulldog and drowsy labor with the shepherd dog. He said, substantially—"I was walking down the street this afternoon and I saw a drunken man ahead of me, who approached a shepherd dog and gave it a kick, and the dog ran across the street. A few feet beyond he approached a bulldog, but was very careful to refrain from disturbing the bulldog and walked on about his way."

In other words, men and women and union and other groups are imposed upon when they accept the philosophy of the shepherd dog and they are respected when they accept the philosophy of the bulldog.

Western Republican Suspects Southern Democrats

WHEN southern Democrats showed such a keen interest in New York during the recent congressional debate over the Hobbs bill, some western Republicans became suspicious, according to Congressman Fred Norman of Raymond, Wash., in a letter to *THE INTERNATIONAL TEAMSTER*.

"The Hobbs bill," he wrote, "was introduced by a southern Democrat and it was supported very generally by the Democrats and practically all from the solid South.

"I voted for the Celler amendment and when it was defeated, I had no difficulty in deciding to vote against the Hobbs bill on

final passage. As you know, this bill is directed particularly at your organization. It seems to grow out of difficulties centered in the New York area.

"That is what struck me as peculiar. Here was a bill, introduced by a southern Democrat and supported by all of them practically solid, to cover a situation prevailing in the New York area. Yet the New York congressmen very generally opposed the bill.

"It would have seemed that if this was such a bad situation that some congressman from New York would have introduced the bill. I think there is an inconsistency there."

Vandenberg Discovers Jefferson

WHEN a Republican quotes Thomas Jefferson, he is usually up to no good. And when a Republican like Senator Arthur Vandenberg of Michigan quotes him, it is an occasion for acute suspicion.

The other day Vandenberg stood up in the senate and espoused a constitutional amendment to limit the presidency of the United States to two terms.

He did this, he said, to further the wishes of Jefferson and to preserve Jefferson's high concepts of democracy.

It was probably the first time Vandenberg ever thought of Jefferson as anything but a dead Democrat. On that score, he probably approves of Jefferson and wishes he had more company.

Vandenberg based his remarks on a letter Jefferson once wrote. Jefferson wrote it in 1807. Vandenberg discovered it in 1943. By degrees, Vandenberg may work himself abreast of the Civil War.

If Vandenberg's thoughts are that far in the past, it is not surprising he doesn't understand what happened in 1940.

At that time the people voted on the two-term limitation and threw it out the window, like the Republicans heaved out Vandenberg when he tried to get himself one term.

The two-term issue has been decided in the democratic fashion Thomas Jefferson approved.

Now some Republican-controlled state legislatures are trying to circumvent the will of the people by advocating a constitutional amendment limiting the presidency to two terms and thus destroying forever the right of the people to decide for themselves in an emergency whether they want to continue a President in office or whether they don't.

They find a willing stooge in Vandenberg, the man who couldn't be President himself and now wants to impose limitations on others.

If the Republicans must rustle the dusty pages of history for a campaign issue, let them bring forward a proposition limiting the term of the presidency in the spirit of Thomas Jefferson. Not in the spirit of Vandenberg.

That might be a good idea.

Let's make it that nobody can serve more than four terms!

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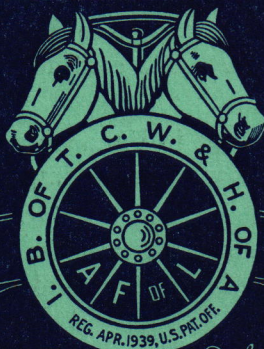
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